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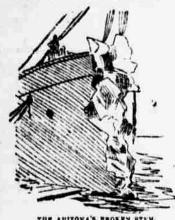
workmanship.

Reduced to a Minimum by Modern Shipbuilders' Science.

Few Steamships Whose Fate Has Never Become Known.

Many Long Overdue Have Finally Reached Port in Safety.

perils and unknown disasters has been vividly impressed upon minds of all landsmen in the last few in regard to the fate of the White Star line's big freight steamship the Naronic. In shipping circles it has been the one topic of convergation, and the newspapers have teemed with the published opinions of experienced transatlantic captains who have tried to clear up the



While these bluff old mariners are as familiar with the "lanes" of the ocean as is a policeman with the streets on his beat, one after another their theories are exploded, and they are as much at sea as the vessel herself.

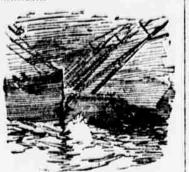
The City of Rerlin had an encounter with an iceberg, exactly similar to that of the Azona. The plates were term from her side for nearly thirty feet on from her side for nearly thirty feet or each port without assistance. It may be said that sallors have a greater dread of a collision with icebergs than of any other accident that can happen to their vessel at sea.

are exploded, and they are as much at sea as the vessel herself.

The skeleton of many a stanch ship is vesting at the bottom of the Atlantic the history of whose loss has never been written; but there are as many vessels which have been out for many days and have finally reached port after having almost incredible mishars. The sketches of some of these broked leviathists, reproduced here, were made by "The Evening World artist from original photographs in the possession of the New York Board of Underwriters.

To the traveller who visits Europe two or three times a year the trip across the Atlantic is not fraught with any great degree of hardship, and the danger of disaster is generally disregarded. While however, and a penaliar one was that which took pluce between the British in the last one set of engines awailly resulting the disabling of the other; at Point aux Trembles, July 5 (1974), the New Intervention and engine buikheads, but the Redewater was able to reach acceptable and engine buikheads, but the Redewater was able to reach acceptable and engine buikheads, but the Redewater was able to reach acceptable and engine buikheads, big and collision and engine buikheads, and collision such a proposal and engine buikheads, but the Redewater was able to reach acceptable and engine buikheads, and collision and engine buikheads, but the Redewater was able to reach acceptable and proposal and engine buikheads, but the Redewater was able to reach acceptable and proposal and engine buikheads, but the Redewater was able to reach acceptable and proposal and engine buikheads, but the Redewater was able to reach acceptable and proposal and engine buikheads, but the Redewater was able to reach acceptable and proposal and engine buikheads, but the Redewater was able to reach acceptable and the six Milion of the color and engine buikheads, but the Redewater was able to reach acceptable and the picture of the stream ship proposal acceptable and the proposal acceptable and the proposal acceptable and the proposal acceptabl

the water-tight compartments being controlled by the officer on the bridge, render this class of vessels practically unsinkable.



The steam vessels which have gone down at sea and of which nothing has ever been heard are few in number and all of them of an inferior type. When the American steamship President bound for England in 18ti, disappeared from the face of the sea and left no trace behind her, the packet owners said, "I told you so." They said the same thing in '556, when the Pacific, bound from Liverpool to this port, was added to the mysteries of the seas. Two other vessels of which nothing was ever heard or seen after leaving port were the City of Boston, in 1876, and the National liner Eric, which left New York for Liverpool Dec. 28, 1839.

The year 1855 has also its ocean mystery in the case of the steamer Donati, which left New York for Lisbon in December last and has never since been heard of it will be quite unprecedented if to this must later be added the name of the Naronic.

Represented in the cut of the vessel with 'her none smassed,' as steamship men express it when a vessel has her bow form and twisted to bits, is the Guion liner Arizona, as she appeared at her dock after her encounter with an iceberg off the hanks of Newfoundland in 1879. The Arizona, which was almost a new vessel at the time, was on her way from New York to Lverpool when the accident occurred. She run 'head on' to the leeberg, and her forward turtle deck was smashed through by the broken ice falling upon it. The water did not break through the water had lee accumulated in her bow raised her stern so high out of water that she could hardly get a hold of it with her screw, she managed to reach St. John's. N. F. There temporary repairs were made, the big hole in the bow tight out of water that she could hardly get a hold of it with her screw, she managed to reach St. John's. N. F. There temporary repairs were made, the big hole in the bow tighty covered up with canvas, and the Arizona came to New York under her own steam.

port, though in a badly battered condition.

The number of steamships which have been out a month or more without anything having been heard from them, on voyages which should not have consumed more than one-third the time, and that have finally turned up all right, is not large, but there are several of them, nevertheless.

At exactly this time three years ago, the world was waiting anxiously for news of the Thingvalla liner Denmark, from Conenhagen for New York, and her \$500 Scandinavian passengers. After thirty-two days the steamship Missouri arrived at Philadelphia, with 370 of them on board, after leaving the others at the Azores.

Again there was an eld steamship named the Schmit, belonging to the Eagle line, which left Hamburg for New York one day several years ago, and sixty days passed before she reached port.

ON THE ROCKS OF THE WELSE COAST. English ship, the Dispatch, from West Indies for London, was out the West Indies for London, was out forty-eight days without having seen a ship. She had broken her propeller, and drifted to Madeira, after being carried about by conflicting winds and currents. Another White Star line vessel, the Celtic, was out thirty-one days in 1883 without ever having been sighted. She was towed to Liverpool by the Britannic of the same line.

CUSTOM OFFICERS INDICTED

less collected their full pay from the Government.

Riley and Shaw were also indicted on numerous counts for aiding and abetting in assessing and collecting assessments in violation of the Civil-Service laws.

The civil-service indictment contains seven counts and shows that the following sums were collected: Scott's collections—October, \$3.36; June, \$500; November, \$500; May, \$512; total \$5,47.

Riley's collections—March, \$1,308-54; April, \$2,709.31; November, \$8,000; total, \$12,067.85.

In the indictments for fraud the six

112.067.85.

In the indictments for fraud the six men shown to have been absent two days from duty were released to attend the G. A. R. encampment, at which Col. Scott was a candidate for State Commander.

St. John Boyle, a leading Republican, says Col. Scott only turned over 14.000 to the National Campaign Committee. It is supposed that the rest of the money collected was used in this city and State.

Brennan's Men Moving for Extra Compensation.

Deputy Street-Cleaning Commissioner John J. Ryan, who is acting Commissioner during the absence of Mr. Brennan, whose daughter was buried to-to-morrow day, said this morning that he has several hundred extra men and carts at work cleaning the streets. He expects to work a transformation in the condition of the pavements by Monday Extra gatigs of sweepers will be kept at work to-night and all day to-mor-

at work to-hight and all day to-morrow.

Mayor Gliroy has not heard from the
City Club in regard to the charges
against Mr. Brennan for neglecting the
streets and incompetency. The City
Club has been making an investigation
of its own, and has accumulated a lot
of testimony in regard to the matter
in the shape of affidavits.

A complaint has reached "The Evening World" office from "Victims of Injustice," who declare that they have
been compelled to work for the last
five Sundays without extra compensatico.

"We should have at least one day's rest in the week, like all other wage workers, but if we are to be deprived of our Sunday, the citizens of this city should see that we are paid for our exertions," write the "Victims of Injustice."

For Making Political Assessments and for Abetting Fraud.

LOUISVILLE, Ky. March 11—The Grand Jury has handed in two indictments against Collector Scott and one each against Deputies Shaw and Riley. The first indictment against the Collector was for violation of the Civil-Service laws in assessing for campaign purposes; the second for alding and abetting certain men in defrauding the Government.

Six men, it is charged, were in two instances each relieved from duty to attend political meetings, but nevertheless collected their full pay from the Government.

Hiley and Shaw were also indicted on numerous counts for alding and abetting cartial meetings, but nevertheless collected their full pay from the compensation of street sweepers at \$2 n day and \$2 cents an hour for extra work. If that bill becomes a law, we can pay extra for Sunday work. We would gladly do so now, but the law won't permit it."

Saller Got a Knockout Drink. A man named Daniel Clifford was to-day sent from the Tombs Court to the Island for month. He was arrested in company with John McCaffrey, who was yesterday dis-charged from the Navy and who somewhere got a "knockout" drink while in Clifford's

Entertainment at the Tenderloin Club 11 o'clock Association Hall, One Hundred and Twenty-fifth Itset. Prof. John P. Peters. for the benefit of the Parish Aid Society of St. Mohael's Church, on "Life, Adventures and Explorations Among the Arabe of the Emphrates Valley." Monday evening.

Reception of the Church Union in the drawing House-warming, Hell Gate Republican Olub, at 1620 First avenue to-night.

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CURES ANY CASE OF SORE THROAT

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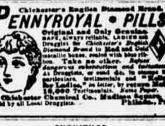
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PRUDSON COUNTY JOCKEY CLUR.—Racing every day. Boats from Franklin, 43d, Hardlay, Ceristopher and 14th at, ferries. Special Boat from Annex, Fulton Ferry, Broaklyn, at 12, 13 daily. MITTER EAD, Secretary.

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- SUNDAY WORLD TO-MORROW. -

The Sunday World

To-Morrow will be the only indispensable newspaper published. No man, woman or child can be happy and well informed without it. It will print all the news, including much of the greatest interest to the whole people which will not be found elsewhere. It will provide information, instruction and entertainment in a quantity and of a quality not approached by any other publication.

The Cleveland Social Circle.

A UNIQUE and highly interesting article, explaining the social relations in Washington of President Cleveland.

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"The Dictator," by Justin McCarthy.

The Dictator," will be printed in the Fiction Sup-

Bill Nye's Legal Anecdotes.

THE eminent humorist tells some stories of peculiar proceed-

"Livvy's Easter."

THE story of a nice boy who came from the country to get rich

The Humor of the Week. THE best jokes and funniest pictures reprinted, with appro-

The Cork Room No More. REMINISCENCES of an institution which every gilded youth has patronized when he was very young.

Aiding Broken Vehicles.

A ingenious and effective ambulance service for the relief of injured vehicles organized in this city.

The Easter Bonnet.

THIS is a matter of more importance to woman at present than anything else of a worldly nature. She will find information concerning Easter bonnets in the Woman's Page of THE SUNDAY WORLD of a most valuable and surprising kind.

"The Song of the Thrush."

A LOVE story, affecting in parts, but ending cheerfully.

"The Story That Jeff Told." VERACIOUS and entertaining narrative of life in Ken-

Wilde's Forbidden Play.

THE plot of Oscar Wilde's clever and powerful tragedy "Sa-I lome," with some interesting quotations. It was prohibited in England because it brought St. John the Baptist, on the stage.

McAllister on Dining.

MR. WARD McALLISTER discusses the plan of having a private variety entertainment after dinner and thinks it will

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Current Questions of Art. PICTURES and works of art at present interesting the public discussed by Mrs. Schuyler Van Rensselaer.

Mr. Cleveland's Boyhood.

AN illustrated account of the youthful days of the most prominent man in the United States.

"A Night Among the Afghans."

A THRILLING story of peril and adventure among the ables

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"His Last Day on the Court St. Line." HUMOROUS STORY. Which will appeal to all having knowledge of Brooklyn life.

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Caran d'Ache's Checkbook.

SPECIMENS of the very clever work of the great French car caturist, dealing with the Panama scandals.

Georgetown's Convent. THE ancient and picturesque Convent of the Sisters of the Visitation described by George Parsons Lathrop.

The Latest Books.

ALL the books. Stories of the week worth reading indicated

Only a slight idea of the completeness and variety of this newspaper has been conveyed But it is enough to show that the proper study of mankind on Sunday is The Sunday World